

OF CARELESS PEDESTRIANS.

Those Who Almost Never Look Before They Step Are the Majority.

The man who drives an automobile open is blamed because he loses his temper with those who merely walk, but it is certain that pedestrians are careless and even reckless about the way they travel the streets. Those who complain of the discordant type of alarm signal used by motorists cannot imagine how necessary this is. The day has passed when the pedestrian pays any attention to the ordinary "honk honk."

It may be that out of town in districts where the automobile is rarer folks who use the roads look where they are going and pay some attention when they hear a horn. But by this time there are more cars than there are pedestrians, and the ordinary rubber tooter that some motorists use in the city, for those who walk pay very little attention.

The stock answer to the complaints of the motorists is that they don't own the streets and they use them only by courtesy of the pedestrians. And perhaps that is all true. But there isn't any good reason why the pedestrian should throw the burden of looking out for both of them on the motorist.

The thing is too that the pedestrian doesn't realize that his case is one of many that an automobilist will encounter in the course of a short run through the city. It is worth a great deal in nervous energy to attempt to steer an automobile from the Battery to Columbus Circle, along Broadway and Fifth avenue for the journey.

At every corner and even at intervening points folks rush blindly across the street in the opinion of some of the motorists, they are a large fraternity, and they never look in any direction but on the ground when stepping off a curbstone, whether in the middle of the street or not.

Then there are the children who dash across the busiest streets, never looking where they are going. Contrary to the opinion formed by some of the motorists, they don't like to run down adult persons and much less children. But when the little ones dash in front of him, an automobilist almost invariably takes a toll of his patience, and he sometimes tells at them to pay attention to what they are doing. This is taken as a manifestation of the crabbed nature of the motorist.

For the man who thinks than an automobilist is a car of juggernaut solely because motorists are careless take a ride with any one who owns a motor through certain districts that can be indicated easily. If he doesn't decide after a short time that the man in the street and the child in the street are grossly careless, then there is a guess that has missed its mark by yards.

BUYING "FULLY EQUIPPED."

It Means a Great Saving to the Consumer Who Does So.

The man who reads "fully equipped" in the description of an automobile and doesn't think that amounts to much has a rather thought coming to him. Automobile makers have been adding to equipment right along the last few seasons, and by this means they have held prices up where they always have been, but have been giving more for the money.

But it is the man who buys an automobile devoid of equipment, except perhaps a set of lamps and a kit of tools, who learns how much money may be spent in accessories. There are many conveniences that are so near indispensable that they have to be had. A windshield of some sort is highly desirable. A speedometer is a thing that he ought to have, and as a matter of fact a clock is a valuable convenience. A small thing like license plate holders cost more money than would be thought likely.

An adequate pump for tires is something that he won't get with his kit of tools very likely. He ought too to have a gauge to measure the pressure in his tires. Tire chains are practically under the extra shoes are other things he can spend money for. Bumpers, fenders and shock absorbers are other little things that usually bob up as those he ought to get.

Before he gets through he has spent a deal of money in small bits for a number of things that after all he hasn't got at the figures the manufacturers get them for.

It is then that he realizes most strongly the advantage of having made a purchase from some company that sells the automobile fitted out. And fitting out with all sorts of conveniences, down to robe and foot rails, is the custom of the largest makers and those who charge the prices for their automobiles. It is their way of making up to their customers what would otherwise be a reduction in price on the new models.

DISBROW'S CAR CHRISTENED.

Mysterious Initials Attached to Pope-Hartford Racing Machine.

Mrs. Joan Newton Cunio was sponsor yesterday at the christening of Louis Disbrow's new Pope-Hartford racer at Disbrow Brothers' garage, Jamaica, L. I. As the car, which has been specially built for the 500 mile race at Indianapolis, was started under its own power for the first time, with Louis at the wheel, Mrs. Cunio took a bottle of champagne which swung by a white ribbon in the garage entrance and smashed it against the top of the radiator, saying, "I hereby christen you Pope-Hartford, H. F. D., and wish you and your driver the best of success, may you bring back between you many prizes, but above all, may you both stand at the end of the year as sound as you are to-day."

Mrs. Cunio then got into the car along side of Mr. Disbrow, and amid the shouts of good luck from Mr. Holt and Mr. Finck of the Pope-Hartford Auto Company, and J. P. Disbrow, assembler of the car, they disappeared up the road in a cloud of dust. No one would divulge the meaning of H. F. D., but it is supposed to stand for the initials of the sponsor.

Owing to the rush of work at the Pope-Hartford factory, it seemed that it would be impossible to turn the car out in time to be tested properly prior to the Jacksonville meet, or the 250-mile race on the Speedway. It was finally decided by the factory to ship all the requisite parts to the Pope-Hartford Auto Company in New York for the car to be assembled by them. It then proved impracticable for the New York company to handle this work in their shop as it would interfere with the general run of customers' business, hence the car was assembled by two of the company's best mechanics at Jamaica under the direction of J. P. Disbrow, Louis's brother.

The car is equipped with the same motor that took part in the Vanderbilt cup race and was later campaigned through Atlanta and Savannah. It has a shorter wheel base, however, and has been built to comply with class C specifications. The ignition is by double Splitdorf magneto. The car tips the scales at about 2,300 pounds. Its first try out in racing will be at Jacksonville the latter part of the month, where it will be accompanied by a regular Pope-Hartford model such as won the Panama-Pacific road race at Oakland two weeks ago.

GLIDDEN FOR NEW ENGLAND.

Original Plan for Tour to Be Followed—Announcements Soon.

A. R. Pardington, who is in charge of arrangements for the national circuit of automobile racing and the Glidden tour, spent all day Friday in Washington with the War Department officials completing arrangements for observers on this year's Glidden tour. The tour instead of following the line of the Hudson River, as it was expected it would, is to strike off into New England. From this city it will go by way of New Haven, Providence and Boston to Montreal and Ottawa, starting of course at Washington. Announcements regarding the circuit and the tour will be due in a few days, as March 15 has been set as the final date for acceptance for the circuit.

Mr. Pardington reports that the automobile club in Washington and the Chamber of Commerce in that city are strong for a big send-off for the tour and that every prospect regarding it is pleasing. Mr. Pardington visited Philadelphia, York and Trenton yesterday, interviewing persons in the automobile industry in the interests of both the tour and the circuit.

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RUNNING AT 6 CENTS A MILE.

Figures of Cost of One Large Car for a Season of 8,000 Miles.

A contributor to the *Horseless Age* tells of his experiences with several cars which cost him varying prices a mile down to his latest machine, which figured out at about six cents a mile for more than 8,000 miles of running.

"My first car, a two cylinder runabout," says he, "gave me something over 6,000 miles of service between October, 1908, and October, 1909, when it was turned in at three-quarters of its original cost in part payment for a larger car of the same make. Its operating cost was between seven and eight cents a mile. Perhaps on account of my inexperience the repair bills were large, something over \$100. Storage, when washing, at a public garage at \$15 a month for the first six months helped to swell the bills.

"The little car's good condition at the end of the two years accounted for the large allowance on the new car, which cost with equipment a trifle over \$2,000. This, a nominally 30 horse-power touring car, weighing 2,400 pounds, cost me eight and a half cents a mile to operate for 14,654 miles between October, 1909, and April, 1910. It gave excellent satisfaction as a good, reliable machine, and brought half of its original cost when turned in. Repairs amounting to a trifle over \$200 formed part of the expense, but \$80 of this for overhauling was probably unnecessary, in part at least.

"In comparing these two cars with the one that I now have it should be stated that accident and indemnity insurance amounting to about \$15 per annum, and painting for the small car at \$20, and varnishing at \$25, for the second, are items that have not been duplicated in my present car. Depreciation and interest on cost have not been considered in any case, although the latter item should be. My garage is in my dwelling, so that there are no storage charges, but against this is the fact that I buy my gasoline in small quantities, the average cost of 65 gallons used in my present car having been 21.7 cents a gallon. Its usual cost is 20 cents in Berkeley or Oakland, but I paid 40 cents for it at Lake Tahoe last summer.

"The car that I now have is a five passenger touring car, 1910 model, which cost me fully equipped \$3,150. This includes \$150 freight added for California delivery. Its motor is a four cylinder one, rated at 30 horse-power by its makers (A. L. A. M. rating 32.6). The wheelbase is 120 inches, giving a very roomy five passenger body. The weight, although it is a large car, is only 2,750 pounds and it is well carried by 34 by 4 inch tires.

"On account of the car's excellent materials and workmanship it is as good mechanically after nearly 10,000 miles as when I bought it, and has even more power than when new. The body paint work looks as fresh as when first finished, but the running gear and hood should be painted anew. As shown by the table herewith, it has cost me \$668.17 to run 8,000 miles, or practically 6 cents a mile.

"The car is carefully driven, generally at a speed of from 15 to 20 miles an hour, seldom over 30 and never over 45. Its speed maximum I do not know, for its throttle has never been open wide except on up grades. Four tires of one make—the original equipment—have averaged 5,000 miles each; two of another make \$3.00 each. Minor repairs and adjustments are looked after by a young friend and myself, but valve grinding, cylinder scraping for carbon and the like are done at a repair shop at 75 cents an hour. The item of \$22.45 for repairs and replacements is made up of relining brakes, replacing broken spring clips and one spring leaf, and putting back the original distributor that I had replaced previously by a local ignition system that was not satisfactory."

He furnishes the following table of the cost of operation of his car from April 25, 1909, to January 25, 1911. The figures, meticulously careful, are these:

Five new tire casings—34x4	\$202.90
Two casings retreaded—34x4	34.00
Supply repairs to tires	18.06
Mechanical repairs and replacements	32.45
Grinding valves	18.90
Speeding cylinders—carbon	8.50
Gas stations gasoline	131.64
26 1/2 gallons lubricating oil	21.58
Transmission grease	4.51
Prest-O-Lite recharges	1.43
Recharging storage battery	3.55
Sundry tools, waste and materials	2.85
Washing and polishing	47.85
Nine months' fire insurance	31.22
Auto magazines and auto club dues	8.90
Total	\$548.17

DRIVE SHOW CAR INTO HOTEL.

Martin Got His Hupmobile Into Toronto Hotelery That Way.

A Hupmobile exhibit in the centre of the rotunda of the King Edward Hotel was the result of Bill Martin's triumphant entry through the door of the hotel in a Hupmobile on the opening night of the Toronto Automobile Show. Windsor born and Detroit bred, Bill is known by his Yankee acquaintances as the King of Canada. He is the founder of the Canadian society for the promotion of the use of Hupmobiles.

Everybody thought that the Hupmobile was attractively placed at the Toronto show, but Bill was not satisfied. "These show exhibits are getting altogether too common," said Bill. "I'm going to start a little Hupmobile show of my own."

In quest of a suitable location, Martin accosted his friend J. E. Bailey, the manager of the King Edward Hotel.

"Bailey," said Bill, "I want a space in the center of your rotunda for a private Hupmobile exhibit."

"It's a close squeeze, but I can make it. Off with the doors," he said to the bell porter, slipping a bill into that functionary's hand.

"But," protested the manager, "But me no buts," interrupted Bill.

They hate to refuse Bill anything in Canada, but this was a little too much for the proprietor of the staid hotelery.

"Our space is not for rent—but," he added laughingly, "if you guarantee to drive your Hupmobile through the entrance, I will let you have it for nothing."

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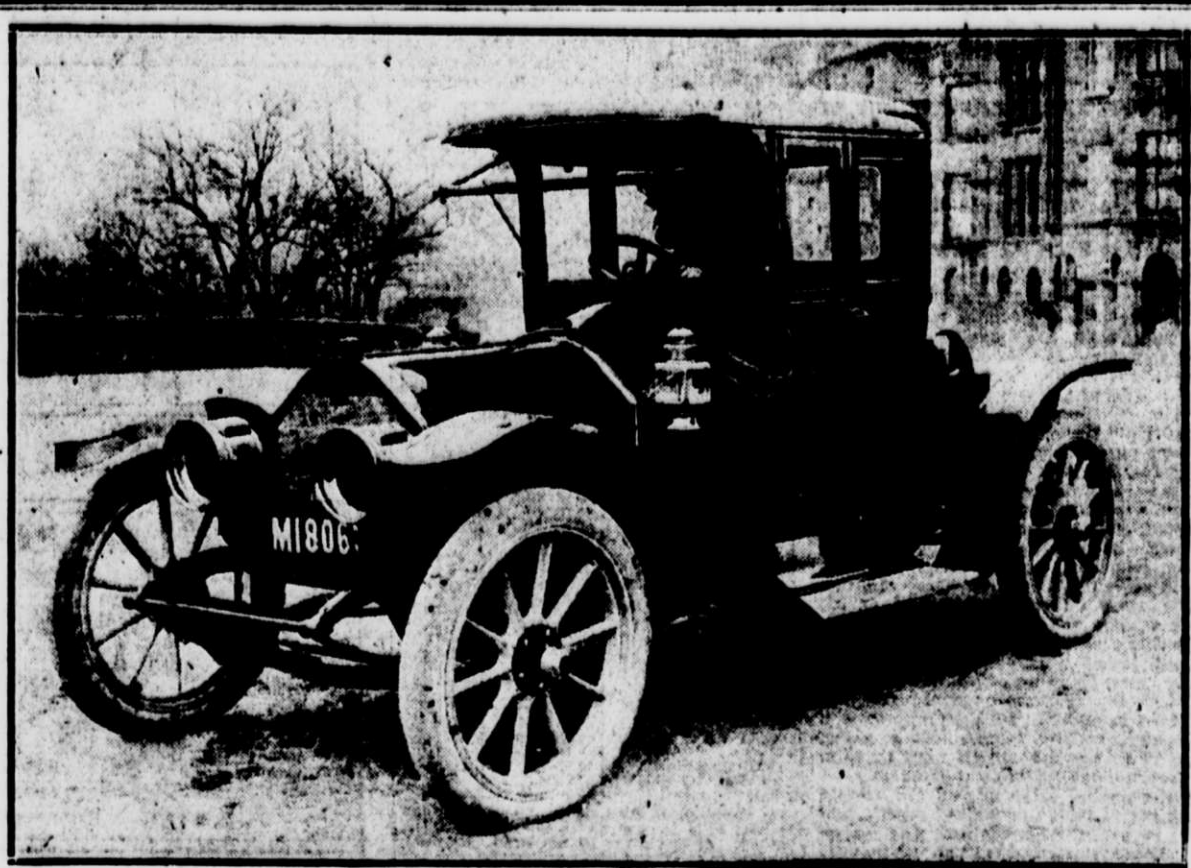
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